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WHOLE NO. 2098.

## Hawaiian Gazette.

SEMI-WEEKLY.

ISSUED TUESDAYS AND FRIDAYS.

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## MORE JAPANESE

Two Shiploads Are on the Way  
and More Coming.

GOOD NEWS FOR THE PLANTERS

Trouble With Columbia's Passen-  
gers Said to be Due to Non-Com-  
pliance With Regulations.

The steamship Doric brought news that will make the sugar planters happy. The trouble with the Japanese who were booked to come on the Columbia was due principally, it is said, to the failure of the company supplying the immigrants to comply with one of the new regulations of the Japanese Government. It is reported and the information comes from a gentleman who was in Japan at the time of the departure of the Columbia, that the Japanese Government since the new treaties have gone into effect, has become more solicitous than ever about the welfare of its subjects abroad and especially those who leave for Hawaii and other countries as contract laborers. The large increase in the demands of the Hawaiian planters for labor coming to its notice about this time caused the Japanese Government to scrutinize very carefully the conditions under which the Columbia's laborers had contracted. Some trifling omission in the papers caused the whole shipment to be ordered ashore to await further investigation. This has been had, according to the Advertiser's informant, and everything having been straightened out to the satisfaction of the Government, the immigrants will leave on another vessel as soon as it can be got ready.

The Japan Emigration Company, which has the supplying of 3,000 of the 6,000 contract laborers recently authorized by the Hawaiian Government to be imported by the planters, also received word that everything was all right as far as regards the laborers they have agreed to supply. The conditions of the contract service met with the approval of the authorities, being more favorable than those heretofore obtaining. The first shipment, consisting of about seven hundred contract laborers sailed from Japan on August 2 on the steamship Toyo Maru and should be here in a day or two. The second shipment of seven hundred more was to leave Yokohama on August 15 in the steamer Bankoku Maru. Further advices were to the effect that the remainder of the 3,000 immigrants to be supplied by the Japan Emigration Company would leave Japan before the end of August, in abundance of time to enable the company to fill its contract within the time allowed—three months. These are the laborers secured for the company by George E. Boardman on his recent trip to Japan.

## BIDS OPENED.

For the New Spreckels Building  
at Hilo.

Architect Trapagon yesterday opened bids for the construction of the new Spreckels building in Hilo. It is to be a good-sized two-story structure and will form an important addition to the Rainy City's business blocks. The bids were as follows:

Fred. Wikander, \$15,740; Herbert Kendall, \$19,548; H. O. Pratt, \$20,185; A. Richley, \$20,250; Lucas Bros., \$28,122; Wm. Wagner, \$28,500; Victor Hoffman, \$28,800. The four first-named bidders are from Hilo, the others from Honolulu. Wikander will get the contract.

## The First Automobile.

Chas. S. Deaky made the assertion yesterday that the first automobile in Honolulu would be seen running up to Pacific Heights. He expects to leave for the Coast in a couple of weeks and will bring one back with him.

## Amendment Allowed.

The Cabinet has granted the amendment to the charter of the People's Ice Company, allowing it to purchase and hold for the benefit of the stockholders shares in the Hawaiian Electric Company.

## Sugar at San Francisco.

The receipts of sugar at San Francisco this year from January 1st to June 1st were 57,908 tons; June 1st to 30th, 15,576 tons. Total, 73,484 tons, against 58,712 tons last year.

## S. S. COLUMBIA IN DIRE DISTRESS

Supposed to Have Foundered Nine-  
ty Miles From Kauai—Two of  
the Boats With Their  
Crews Safe.

(From Monday's Daily.)

The steamship City of Columbia is supposed to have foundered at sea sixty-eight miles south of Kauai last Friday morning and is a total loss. Seventeen of the crew in charge of the first and second officers arrived from Mana, Kauai, yesterday morning in the steamer James Makee. Captain F. D. Walker, Navigating Officer Harris, Chief Engineer Delany, the second and third assistant engineers and fourteen of the crew remained with the sinking steamer, and as the two boats containing the men who have arrived pulled away were on the deck of the Columbia preparing to leave. Their fate will be determined by the United States tug Iroquois which left for Kauai last night. If Captain Walker and the rest of the Columbia's crew have not yet arrived there, a cruise to southward will be made and a thorough search for the missing men undertaken.

The City of Columbia, after a series of misfortunes during the past year, was outfitted and repaired at a large expense by W. E. Rowell and Captain F. D. Walker and sailed for Hongkong on Thursday, August 10, at 5 p. m. There was no difficulty whatever in keeping up steam with the experienced crew of firemen aboard, who had taken charge of the boilers in place of the Japanese who had been found useless on the previous trip. A speed of eight knots was maintained without trouble and it was not until 3 o'clock on Friday morning, after Nihau had been lost sight of some hours, that it was found the vessel was leaking and water was coming into the hold at an alarming rate. The pumps were started going at full speed, and, although every possible means were used, the water gained steadily. At 7 o'clock there was nearly two feet of water in the hold. By this time it was coming up over the fire-room plates and with every shovel of coal passed under the boilers half was water. An hour later hopes of decreasing the water by the pumps below was out of the question, and it was then decided to connect the big 10-inch centrifugal pump, but when this was done it was found to be too late. Examination showed the water pouring in at the stern casings, and by 9 o'clock all the fire were out and the Columbia lay rolling in the trough of the sea, waterlogged.

A heavy sea was running at this time, while the men on board prepared to take to the boats. The vessel was careening with every swell and water could be heard rushing in as the doomed vessel tossed on her beam ends. The four ship's boats were placed in command of the various officers, Captain Walker, Officers Carlson, Hammond and Harris. They were all out-fitted, provisioned and supplied with water for a two weeks' voyage, if necessary, and the preparations were complete as far as could be for a long trip, if necessary, to the coast of Kauai to the north.

At 11:30 a. m. Captain Walker gave orders to First Officer Carlson and his boatload of nine men and Second Officer Hammond with his boat's crew of ten men to leave the ship. They were instructed to make for the coast of Kauai, and landing at Mana or Waimea, lose no time in despatching an island steamer, if one could be obtained, to tow the Columbia into a safe harbor. With a brisk breeze behind the boats sailed away leaving the remainder of the crew and officers on board. In the distance Captain Walker and Navigating Officer Harris were seen adjusting their sextants to take the position of the sinking vessel, which had then about seven feet of water in the hold and was fast settling by the stern.

At 5:30 that afternoon Kauai was sighted by the boats, and, as it was

getting too dark to make a safe landing, they lay off here until morning, when they beached the boats in good order at Mana. The plantation there gave them all the assistance needed and hot food for all the men and Manager Faye ordered out a train immediately to take them to Waimea, the nearest steamer landing.

In the meantime the telephone had been put in operation all over Kauai to secure a steamer to go to the distressed Columbia. The W. G. Hall was at Nawiliwili getting ready to sail that afternoon. The James Makee was at Kapaa discharging. The latter vessel sailed from Kapaa for Waimea as soon as possible, arriving there in the afternoon. It was not deemed practicable to send so small a steamer as the Makee to the Columbia, as no steamer of her size could accomplish anything towing so large a steamer. Accordingly the sailors and officers were taken on board and the Makee sailed immediately for Honolulu.

The men who arrived in the Makee are in great distress. They have lost everything, so they claim, and have nothing but the clothes on their backs. As they have reached a home port, having shipped under the Hawaiian flag, it is a question whether the Government can assist them further.

As to the men who were left on board and the Columbia itself, every effort will be made by the Iroquois to locate and save them. The famous tug is provided with extra strong hawsers and if the Columbia can possibly be brought to a harbor the Iroquois will do it.

The Columbia's cargo consisted of a lot of old junk ballast and there was no insurance on either the vessel or cargo. The loss is estimated at \$28,000, which will fall upon Rowell & Walker, Rowell owning two-thirds and Walker one-third of the steamer. There is a rumor to the effect that there was also on board \$25,000 in Mexican dollars, which will probably be placed on one of the remaining boats, which were large and would have room for considerable baggage.

The following is a list of the men who arrived on the James Makee yesterday:

Boat No. 1: Carlson, first officer; P. J. McDonough, fireman; Wm. Finn, fireman; J. Brown, oiler; J. Gunn, fireman; F. Fitzpatrick, fireman; R. Taggart, oiler; M. Mooney, coal-passer; B. de Jire, chief cook.

Boat No. 2: W. Hammond, second officer; C. Stip, quartermaster; Joe de Santos, coal-passer; C. McCullough, coal-passer; P. Milke, second cook; C. Miller, fireman; J. Olsen, coal-passer; J. Kennelly, water-tender; A. Roth, oiler; J. Bowen, first engineer.

## AN ENGINEER'S STORY.

"You can quote me as saying that I'll never take my life into my hands again on the word of a diver or anybody else," said the City of Columbia's first assistant engineer, James Bowen, last evening at the Sailors' Home. With him were C. Carlson, first officer, and Bernard de Jere, chief steward, and four others of the 19 men who returned by the James Makee.

"Everything was lovely," continued Bowen, "when we left here Thursday afternoon. The hoodoo, however, still hung with the ship. At 4 o'clock Friday morning when I went on watch there were four inches of water in the fire-rooms. The coal was swamping about in the wet and every shovelful reduced the fires. The water kept gaining. At 5 o'clock we shut down the engines. We did this in order to give more steam to the engines that worked the pumps, for as long as we kept going ahead and fired with damp coal the steam came down.

"The pumps were in good working order. One of them, which was put in here, had a 10-inch discharge. The water gained rapidly, and at 6 o'clock there was over a foot. The leak was aft, in the same place where all the previous trouble had come from. It seemed to be growing larger continually. In thirty minutes the water gained eight inches.

"We kept the pumps going as long as possible, but to no avail. Shortly after 11 o'clock the two smaller life-boats were provisioned and the nineteen of us were ordered in. The first officer was in command of one, the second officer of the other. Captain

(Continued on Page Four.)

## WORDS OF WISDOM

Flow From the Lips of a Stock  
Broker Occasionally.

SOLUTION OF LABOR QUESTION

Edward Pollitz Says It Consists in  
Employing and Making Homes  
for White Laborers.

Edward Pollitz returned Sunday morning from a trip to Maui, whither he went last Tuesday. His chief objective point was Spreckelsville, but he also found time to look over several of the adjoining plantations.

"It was my first view of the estate of the Hawaiian Commercial & Sugar Company and I was amazed," he said. "It may seem strange that I have never been there before. But when I visited Honolulu just prior to the time when we gained control of the stock, I did not desire to go, as it would have been the cause of too many questions being asked me. On my recent trips I have been too busy.

"They have completed the grinding for this year and the output is fully up to the estimate, which was 17,000 tons.

"Manager Lowrie is a most competent man. He combines rare executive ability with a thorough knowledge of everything connected with the plantation. The work of planting 3,500 additional acres is to begin at once. Why, there is no reason why Spreckelsville should not prove the wonder of the world. We rode for miles on a straight stretch over the best soil that ever produced a grain of sweetness. With the new planting the estimate of Mr. Lowrie that in the year 1901 a crop of over 50,000 tons will be taken off seems sure to be realized.

"The water supply is unfailing. In addition to the five continuously flowing wells, 23,000,000 gallons are daily received from the Wahee ditch, which is leased to Spreckelsville. Manager Lowrie has taken the first steps toward changing the general pumping plan so that instead of forcing the water up three or four hundred feet and then allowing it to flow down, it will be pumped into a large reservoir at an elevation of 150 or 200 feet. From this the area below will be irrigated, and what is needed for the higher levels will be pumped up. This will result in a great saving of power.

"The labor question is a matter that needs attention. So many plantations have been thrown open lately that labor is scarce. It also tends to promote a shifting, roving spirit among the laborers. My ideal scheme would be to have white laborers—that is, Portuguese and Italians—and give them permanent homes. A certain amount of land could easily be given to each so that they could live comfortably and remain there. White labor is the solution of the problem.

"All the plantations in that vicinity are in wonderfully good condition. Wailuku, Pala, Pioneer Mill are prospering as never before.

"Kihel is also good. I did not make an extended visit there, but there is no reason why Kihel should not become as good as the best.

"Yes, there has been considerable dealing in McBryde lately. We have had orders to fill in this stock and I have done a little buying since I have been here. There are many rumors afloat as to what I am here for. Why they are started I do not know unless it is because a broker wants to make a market in some particular stock and then starts the rumor.

"The sugar securities are all holding firm in San Francisco, despite sensational reports. The Examiner's volcano story, telling of great loss of life and the destruction of Hilo and many plantations, caused a slight decline. To satisfy the stockholders that there was nothing in it, our firm published a notice in the Chronicle giving the exact distances of the various plantations listed there from the volcano.

"Recent utterances in the same paper regarding the treatment of labor here carry no weight. The harrowing tales of cruelty were ridiculous.

"The notice sent from here that the Hawaiian Stock Exchange had closed caused a greater decline than anything else did. Do you know what the closing of a stock exchange means? It means panic. People there did not know it was for a vacation, or that it was a new exchange. All they knew was that a stock exchange in Honolulu had closed. The result was a decline and a shaking of confidence until the true meaning was learned."

## Will Make a Tour of South Seas

SAN FRANCISCO, August 3.—H. Barrett Fithian, a Santa Barbara capitalist, is going to make a novel tour of the South Seas. He has purchased the old sailing schooner Baronoff, which he has renamed the Rover. She will be entirely refitted and renovated and converted into a first-class yacht, with luxurious appointments. The trip will

carry the Rover to Honolulu, and from there to the Marquesas, Society and Fiji Islands, thence back home by way of South America. Mr. Fithian will be accompanied by his wife and a party of invited guests.

## Commissioner Haughts.

Allen Herbert presided over yesterday's meeting of the Bureau of Agriculture. David Haughts was appointed commissioner and secretary in place of Byron O. Clark, resigned. Allen Herbert was authorized to look into island forestry and report at the next meeting. A quantity of forest tree seeds from the States and sorghum from Australia have been received and will be distributed soon.

## ARTIFICIAL COFFEE.

An examination of a sample of roasted coffee berries seized in Paris showed them to be entirely artificial; chemical analysis disclosed ash, gum, dextrine, etc., and the microscope showing grains of wheat, starch, vegetable debris and animal hairs. The berries were beautifully molded.

## HENRY AT KOREA.

Russian Spy Caught By Chinese, Oriental News.

The Imperial Steamship Company of Osaka is reported to be in serious financial difficulties. The Deutschland, with Prince Henry on board, arrived at Gensan, Korea, on July 26.

The water supply of Yokohama is so slight that connection with the reservoir is cut off at night.

The referendum in Victoria and Tasmania resulted in overwhelming majorities for federation.

The trial of the American, Miller, for the triple murder in Yokohama was to commence on Monday, August 7.

Fifty or sixty foreign doctors are said to have applied for licenses under the new regime. The pharmacists have already obtained licenses.

A fire in Yokohama on the 30th of July destroyed seventeen houses.

H. M. S. Aurora and Daphne arrived at Hakodate on August 2.

A Russian spy was caught by a Chinese at Weihaiwei taking photographs. He was arrested and taken to Chefoo by H. M. S. Rattler and handed over to the Russian Consul there.

When the Maine was destroyed she had on board nine Japanese subjects employed as waiters and cooks. Of these two escaped and seven lost their lives. A sum of 1,190 yen has now been forwarded from Washington, in aid of the families of the latter. It represents the proceeds of subscriptions put up by charitable persons in America.

Formosa has now a foreign paper of its own—a weekly journal called The Formosan. It represents a very courageous enterprise. The editor explains that he finds many difficulties at the outset.

It is stated by the Nippon that strenuous efforts are being made by the American Standard Oil Company to buy up all the kerosene wells in Japan. It would not be a large order, so far as actual output is concerned, but a great number of claimants would have to be satisfied. In Niigata Prefecture alone there are said to be 200 wells actually worked, and applications have been made to work as many more.

## KAHUKU PLANTATION.

Notes a Two Hundred Thousand Dollar Bond Issue.

The stockholders of Kahuku Plantation Company held a special meeting yesterday afternoon. The first matter brought up was the issuance of bonds. It was voted that \$200,000 worth be issued. Of this amount \$52,000 will be used in taking up bonds previously issued. The remaining \$148,000 will be used in making extensive improvements. It is intended to install new pumps, purchase steam plows, lay more pipe, and attend to whatever other matters may be needed. The meeting then adjourned to meet again Saturday morning.

At this coming meeting the principal business will be the proposition of increasing the capital stock and reducing the par value of the shares. These steps have been in contemplation for some time, and it is probable that both changes will be effected.

## YELLOW FEVER.

WASHINGTON, Aug. 1.—The Marine Hospital Service had up to noon received nothing from the center of yellow fever infection at Hampton later than Dr. Waad's report of last night, placing the total of the yellow outbreak at thirty-seven cases and seven deaths.

## PASSED BY THE LORDS.

LONDON, July 31.—The Irish agricultural and technical instruction bill passed its second reading in the House of Lords today. The sale of food and drugs bill was adopted.